



I-30 East Texas Corridor Study

Working Group Meeting

Date: March 23, 2016
Facilitator: Michael Sexton (Jacobs)
Time: 9:00 a.m. to 12:30 p.m.
Notes: Aimee Vance (K Strategies)
Location: Mount Pleasant Civic Center, Mount Pleasant, Texas

Purpose: The purpose of this meeting was to: 1) introduce the Working Group to the I-30 East Texas Corridor Study; 2) provide a general overview of the corridor and the study; 3) discuss issues and needs along the corridor through a group exercise based on west, central and east sections; 4) present findings from the group exercise; 5) review corridor goals and objectives; 6) discuss public outreach tools and ideas; and 7) plan future Working Group meetings.

Attendees:

Working Group Members:

Judge Brian Lee – Group Chair (Titus County)
Judge John Horn (Hunt County)
Judge James Carlow (Bowie County)
Judge Lynda Munkres (Morris County)
Mayor Margaret Sears (City of Mount Vernon)
Rea Donna Jones (Texarkana MPO)
Chris Brown (Ark-Tex COG/ NE Texas RPO)
E. Delbert Horton (Sulphur River RMA)
Troy Sellers (Luminant)
Scott Norton (TexAmericas Center)
Marshal L. McKellar (Red River Army Depot)
John Whitson (City of Texarkana)
Kevin Feldt (NCTCOG)
Mike Ahrens (City of Mount Pleasant)

Working Group Members Not Present:

Judge Scott Lee (Franklin County)
Judge Robert Newsom (Hopkins County)
Judge Clay Jenkins (Dallas County)
Judge David Sweet (Rockwall County)
Mayor David Dreiling (City of Greenville)
Marc Maxwell (City of Sulphur Springs)
Linda Ryan Thomas (NE Texas RMA)

TxDOT Austin:

Commissioner Jeff Austin III
Roger Beall (Planning)
Steve Linhart (Planning)
Kale Driemeier (Freight)
Lindsay Kimmitt (Environmental)
Tim Ginn (Commission Support)
Lauren Garduño (Planning)

TxDOT District Staff:

Bob Ratcliff (Atlanta)
Paul Montgomery (Paris)
Deanne Simmons (Atlanta)
Marcus Sandifer (Atlanta)
Dennis Beckham (Atlanta)
Ricky Mackey (Paris)
Michelle Raglan (Dallas)
John Nguyen (Dallas)

Project Staff:

Michael Sexton (Jacobs)
Nishant Kukadia (Jacobs)
Nair Barrios (Jacobs)
Adriana Torcat (Jacobs)
Carine Choubassi (Jacobs)
Aimee Vance (K Strategies)
Eduardo Gamez (K Strategies)

- Agenda:**
1. Open House
 2. Introduction
 3. Study Schedule
 4. Overview of the Corridor
 5. Corridor Goals and Objectives
 6. Group Exercise
 7. Review of Goals and Objectives
 8. Public Outreach
 9. Next Steps

- Attachments:**
- Attachment A – Action Items
 - Attachment B – Meeting Summary
 - Attachment C - Sign-in Sheets
 - Attachment D - Presentation
 - Attachment E - Goals and Objectives Exercise
 - Attachment F - Group Exercise

Attachment A – Action Items

New Items since Previous Meeting
Key Deliverable/Public Meeting (Bold Text)

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
Task 1. Project Management and Administration (Function Code 145)				
3/23/16	1.A Schedule meeting in Greenville for May 31	Roger Beall		Tentative date
3/23/16	1.B Send public outreach materials to Working Group members	Roger Beall		
3/23/16	1.C Develop a project logo	Consultant Team		Consider “The Next 30 for I-30”
3/23/16	1.D Distribute goals and objectives Summary to Working Group	Roger Beall	5/31/16	Send before next meeting

Attachment B – Meeting Summary

1. Open House

Corridor maps and statistics were on display for Working Group members and attendees to browse and analyze during registration prior to the meeting.

2. Introduction

Roger Beall introduced Commissioner Jeff Austin III (TxDOT) to all in attendance. Commissioner Austin welcomed all to the kick-off meeting for the I-30 East Texas Corridor Study and thanked all Working Group members for serving on the study. He mentioned that they must start “with the end in mind”, developing a timeframe and figuring out how to finish the study by the end of fall 2016. Commissioner Austin continued by expressing his appreciation for all voters who supported Proposition 1 and Proposition 7 at the state level that ensured there will be funds for upcoming projects. Over the next two to three months, workshops at the Commission level will be conducted to discuss what projects will go into the Unified Transportation Program (UTP) for the next 10 years, with the assumption that they will be fully funded from Proposition 1 and Proposition 7. During these workshops, the focus will be on projects that are ready to go and have consensus and support of local cities, counties, MPOs and chambers to be delivered on time or ahead of time.

Commissioner Austin then mentioned a similar corridor study completed for I-20. An executive summary and full report of the I-20 East Texas Corridor study was handed to the Working Group members to review as an example. Commissioner Austin mentioned the I-30 report will have similar elements to this report, but the content of the final report will be based on input from the group. He said that the Working Group members know the corridor better than he does, or anyone at TxDOT, based on first-hand experience and interaction with family, friends, businesses and other constituents that live along the corridor. Commissioner Austin cited other projects along I-69 and in the Midland-Odessa area, and provided examples as to how the study was steered by the feedback gathered through the public involvement process.

He encouraged members to speak up if there are areas of concern in terms of congestion, safety and even an opportunity for rail. Looking at connectivity, traffic patterns and analyzing the arteries that flow in and out of the corridor is important. He recognized that the population along the corridor is growing and the impact from increasing port capacity in the state. The I-30 corridor must be prepared for increased trade freight from port expansions of freight traveling to the east and overall increased traffic from population gains.

Judge Brian Lee (Titus County), chairman of the Working Group, thanked all members for attending and mentioned that future meetings will be held in other locations along the corridor. Judge Lee noted how TxDOT has shifted in strategy from *telling* the population what is needed to *asking* what is needed. He also emphasized that all members have equally important messages to share, no matter how small the area they represent is. His personal comments about the study expressed excitement to learn more about transportation and the notable surge in freight traffic along the corridor as being a main issue. Judge Lee then asked Working Group members and staff to introduce themselves.

3. Study Schedule

Roger Beall provided a brief overview of the corridor study. He mentioned the study does not extend into Dallas because the TxDOT Dallas District already has a study underway that includes Rockwall County, and TxDOT wanted to focus more on the rural side of the I-30 Corridor. The purpose of the study is to evaluate current and future needs, obtain local input, and develop short, medium and long-range projects based on identified priorities. Lastly, Roger Beall introduced the study schedule included in the presentation in Attachment C. The technical analysis portion of the corridor study began in the fall of 2015 and the study will continue through the fall of 2016. Roger Beall then introduced Michael Sexton (Jacobs).

4. Overview of the Corridor

Michael Sexton explained that the three main goals of the presentation were to: 1) share initial information and findings along the corridor with the Working Group using preliminary research information; 2) foster communication by presenting the different parts of the corridor to each member even if it's outside of their own particular interest; and 3) equip the Working Group with corridor and countywide outreach material including information and graphics so they are able to present to local staff and citizens.

Michael Sexton reviewed current characteristics of the corridor, specifically citing traffic counts, crash hotspots, existing frontage roads, freight traffic flows and a summary of low-rated and low-clearance bridges and their relevance to trucking movements.

5. Corridor Goals and Objectives

Michael Sexton explained that the purpose of the exercise was to identify and confirm goals and objectives for the corridor. Each of the working group members was given an exercise sheet, color-coded based on the corridor region they represent (West, Central, or East). If appropriate, some members were given the choice to fill out the exercise sheet for more than one region. The exercise sheet consisted of four main goals and three objectives for each:

- Goal 1: Maintain a safe system
 - Reduce high crash locations
 - Improve frontage road continuity and create one-way frontage roads
 - Improve signage
- Goal 2: Improve mobility along I-30
 - Improve pavement
 - Improve trucking movements
 - Reduce bottlenecks and congestion spots
- Goal 3: Connect communities
 - Improve connectivity to the Interstate
 - Facilitate economic activity
 - Propose alternatives to private automobile for intercity travel

- Goal 4: Realize identified solutions
 - Prioritize improvements that complement local development plans
 - Consider alternative funding strategies and/or partnerships
 - Implement the most cost-effective improvements

Each member was prompted to individually fill out the form by ranking each goal using a one through four scoring system, and to add any other goal not currently mentioned. Then, Working Group members were to darken the boxes associated with the objectives under each goal that has the most resonance to Working Group members. Following the exercise, a comfort break was provided to attendees.

6. Group Exercise

Group members gathered into three subgroups according to their location along the I-30 Corridor; specifically, West (Hunt and Hopkins counties), Central (Franklin and Titus counties) and East (Morris and Bowie counties). Michael Sexton, Nair Barrios (Jacobs) and Nishant Kukadia (Jacobs) served as group facilitators as each of the members left notes labeled as facts, concerns and visions based on their concerns including, capacity needs, safety improvements, economic development needs, and multi-modal improvements.

After each of the groups finished meeting, a representative of each section presented a summary of their topics to the rest of the Working Group.

The Western section of the corridor (Hunt and Hopkins counties), presented themes centered on the following:

- Improvements on I-30 interchanges outside of Rockwall County, particularly short on-ramps
- Development of alternative roads outside of Dallas
- The northern Dallas-Fort Worth region is the fastest-growing area in the country
- A long-range plan that takes into consideration the growth patterns of Dallas-Fort Worth
- Truck only lanes
- Designs that are obsolete for current transportation needs
- Low overpasses and bridges that do not serve the current demand
- I-30/US 69 interchange in Sulphur Springs
- Traffic backs up from I-30 to Hwy 34 on roads like FM 1570
- SH 24 access deficiencies

The Central section of the corridor (Franklin and Titus counties), presented first and mentioned themes centered on the following:

- US 271 cuts through the region and needs to be completed where it is only two lanes with an improved configuration at I-30
- The lack of frontage roads has been a problem in Franklin and Titus counties
- High ratio of freight to cars creates delays because trucks operate with speed restrictions
- Separation of freight and automobile vehicles
- Commuter or high-speed rail to connect the region to Dallas-Fort Worth

The Eastern section of the corridor (Morris and Bowie counties), presented themes centered on the following:

- Need for improved frontage roads in Texarkana along I-30
- Need to meet demand for truck parking along frontage roads
- Alter speed limits on frontage roads along I-30
- Add an exit around mile marker 206 for freight trucks entering the Red River Army Depot
- Improvements to Highway 82 including improved pavements and truck parking
- Extending the I-69 loop into TexAmericas Center
- Add freight rail

Common concerns among the three regions include:

- Lack of accessibility to I-30
- Truck parking in non-designated areas
- Ramp deficiencies/redesign of interchanges
- Lack of frontage roads
- Economic development needs

All three sections are interested in a future corridor with designated lanes for trucks. Passenger or freight rail was also mentioned as a possible enhancement in the Central and Eastern Regions.

Detailed results of this exercise are summarized in Attachment F.

7. Review of Goals and Objectives

Michael Sexton presented the tallied goals and objectives that the group had prioritized earlier in the meeting. These were presented by each section (West, Central, East) as well as a corridor-wide total. Improving mobility and safety were the top two priorities in each case. Details of the goals and objectives ratings are provided in Attachment E.

8. Public Outreach

Roger Beall introduced the public outreach discussion by informing the Working Group that TxDOT wants to ensure the members have adequate outreach tools in order to successfully hold their own meetings and presentations to the public. The initial public outreach timeframe will be from the beginning of April to the end of May. Commissioner Austin suggested reaching out to groups that have a large ability to reach community leaders and business owners. An attendee commented that in order to reach out to truckers it is best to directly contact trucking companies along the corridor to get feedback. Commissioner Austin suggested reaching out to first responders to gather their insights into problems along I-30.

The following communications tools were given as examples of materials that can be provided or created for Working Group members to hold presentations, meetings or open houses:

- PowerPoint Presentations/Prezi
- Corridor video with county-level infographics
- Social media posts
- Comment cards and activity sheets
- Scripts
- Surveys/Survey Monkey
- Other requested outreach tools

9. Next Steps

Roger Beall mentioned that the next Working Group meeting will be in May 2016 while also sharing the location is tentatively to be held in Greenville. After asking for a general consensus on the best date to hold the next meeting in May, the date of Tuesday, May 31, 2016 was tentatively decided.

The meeting was then adjourned.

Attachment C – Sign-in Sheets



**I-30 East Texas Corridor Study
Working Group Meeting
Sign-in Sheet**

Member Name	Representing	Email	Assistant/Scheduler	Assistant/Scheduler Email	Phone	Signature
✓ Colonel Brandon Grubbs, Commander - Marshal L. McKellar	Red River Army Depot	brandon.l.grubbs2.mil@mail.mil <i>marshal.l.mckellar.civ@mail.mil</i>	Carmen Riley	carmen.mil.riley.cib@mail.mil	903-334-3111	<i>Marchell McKellar</i>
✓ Judge John Horn	Hunt County	cojudge@huntcounty.net	Amanda Blankenship	cojudge@huntcounty.net <i>J.HORN@HUNT COUNTY.NET</i>	903-408-4146	<i>John Horn</i>
Judge Scott Lee	Franklin County	slee@co.franklin.tx.us			903-537-4252x6	
✓ Judge James Carlow	Bowie County	countyjudge@txkusa.org	Deborah Land		903-628-6718	<i>James Carlow</i>
✓ Judge Lynda Munkres	Morris County	lynda.munkres@co.morris.tx.us	<i>Sherry Ray</i>	<i>lynda.munkres@co.morris.tx.us</i>	903-645-3691	<i>Lynda Munkres</i>
Judge Robert Newsom	Hopkins County	rnewsom@hopkinscountytexas.org			903-438-4006	
✓ Judge Brian Lee	Titus County	titusjudge@gmail.com	Carolyn Norman	cnorman@co.titus.tx.us	903-577-6791	<i>Brian Lee</i>
Judge Clay Jenkins	Dallas County	Clay.Jenkins@dallascounty.org	Lauren Trimble	lauren.trimble@dallascounty.org	214-653-6591	
Judge David Sweet	Rockwall County	dsweet@rockwallcountytexas.com			972-204-6000	
David Dreiling, Mayor	City of Greenville	ddreiling@ci.greenville.tx.us	Carol Kuykendall	ckuykendall@ci.greenville.tx.us	903-457-3116	
✓ Bob Bruggeman, Mayor - John Whitson, City Manager on Behalf	City of Texarkana	rbbruggeman@aol.com <i>john.whitson@txkusa.org</i>	Jennifer Evans	j.evans@txkusa.org	903-255-6312 <i>903-798-3930</i>	<i>John A. Whitson</i>
Kayla Price, Mayor represented by Marc Maxwell, City Manager	City of Sulphur Springs	groberts@sulphurspringstx.org	Gale Roberts	groberts@sulphurspringstx.org	903-885-7541	
AIT ✓ Dr. Paul Meriwether, Mayor	City of Mt. Pleasant	drpom@aol.com	<i>Darleen Denman</i> <i>Mike Athens</i>	<i>ddenman@mpcity.org</i> <i>m Athens@mpcity.org</i>	903-572-6463 <i>903-575-4000</i>	
✓ Margaret Sears, Mayor	City of Mt. Vernon	masears@suddenlink.net	Tina Rose	tarose@comvtx.com	903-537-4643	<i>Margaret Sears</i>
✓ Rea Donna Jones	Texarkana MPO	readonna.jones@txkusa.org			903-798-3927	<i>Rea Donna Jones</i>
Michael Morris	NCTCOG (DFW MPO)	mmorris@nctcog.org			817-695-9241	
✓ Chris Brown	Ark-Tex COG/North East Texas RPO	cbrown@atcog.org	Amber Thurston	athurston@atcog.com	903-832-8636 x3541	<i>Chris Brown</i>
✓ E. Delbert Horton, Chair	Sulphur River Regional Mobility Authority	<i>delbert.horton3@gmail.com</i>			903-784-6964 <i>(214) 8089297</i>	<i>E. Delbert Horton</i>
Linda Ryan Thomas, Chair	North East Texas Regional Mobility Authority	linda-t@att.net	K'Lin Noble	klin.noble@netrma.org	903-630-7447	
✓ Troy Sellers	Luminant (Mining Engineering section)	troy.sellers@energyfutureholdings.com			903-572-5028	<i>Troy Sellers</i>
✓ Scott Norton, Executive Director/CEO	TexAmericas Center	scott.norton@texamericascenter.com	Marla Byrd	marla.byrd@texamericascenter.com	903-223-9841	<i>Scott Norton</i>
✓ Kevin Feldt	NCTCOG (DFW)	kfeldt@nctcog.org	<i>CILE GRADY</i>	<i>CGRADY@NCTCOG.COM</i>	817-704-2529	<i>Kevin Feldt</i>



I-30 East Texas Corridor Study
Working Group Meeting
General Sign-In

Name	Representing	Email
Steve Linhart	TxDOT TPP	Steve.linhart@txdot.gov
Kate Driemeier	TxDOT TAP/Freight	kate.driemeier@txdot.gov
Lindsay Kimmitt	TxDOT ENV	lindsay.kimmitt@txdot.gov
Tim Crinn	TxDOT Commission	
NISHANT KUKADIA	JACOBS	NISHANT.KUKADIA@JACOBS.COM
Lauren Garduño	TxDOT	lauren.garduno@txdot.gov
BRAD McCALEB	AHTD	BRAD.MCCALEB@AHTD.AR.GOV
Bob Ratcliff	TxDOT - Atlanta	Bob.Ratcliff@txdot.gov
Paul Montgomery	TxDOT - Paris	paul.montgomery@txdot.gov
PAUL VOSS	Chamber of Commerce	paul@commerce-chamber.com
Dario Neshera	TxDOT	Dario.Neshera@txdot.gov
James CARLOW	Bowie Co.	County Judge@TXKUSA.org
ROCKA SCALL	TxDOT + TPP	
Deanne Simmons	TxDOT - ATL	Deanne.Simmons@txdot.gov



**I-30 East Texas Corridor Study
Working Group Meeting
General Sign-In**

Name	Representing	Email
Marcus Sandifer	TXDOT - Atlanta	marcus.sandifer@txdot.gov
Dennis Beckham	TXDOT - Atlanta	dennis.beckham@txdot.gov
CHARLES SMITH	MT PLEASANT E.D.C.	CSMITH@MPCEDC.ORG
Ricky Mackey	TXDOT - Paris	Ricky.Mackey@txdot.gov
Mike Ahrens	City of Mount Pleasant	MAhrens@MPCity.org
Jacob Hatfield	City of Mount Pleasant	jhatfield@mpcity.org
Tom Whittow	Bowie Co	tom.whittow@TAKUSA.ORG
Jeff Austin	TXDOT Commission	
Greg Bischoff	Texarkana Gazette	gbischoff@texarkanagazette.com
Lynda Stringer	MP Daily Tribune	lstringer@tribnow.com *
Michelle Raylon	TXDOT Dallas	michelle.raylon@txdot.gov
John Nguyen	TXDOT Dallas	john.nguyen@txdot.gov
Michael Sexton	Jacobs	
Nair Barrios	Jacobs	



I-30 East Texas Corridor Study
Working Group Meeting
General Sign-In

Name	Representing	Email
Adriana Torcat	Jacobs	
Carine Choubassi	Jacobs	
Aimee Vance	K Strategies	
Eduardo Gamez	K Strategies.	

Attachment D - Presentation



I-30 EAST TEXAS CORRIDOR STUDY

WORKING GROUP

MOUNT PLEASANT CIVIC CENTER

Kick-off Meeting

March 23, 2016

- 1 Opening Remarks
- 2 Working Group
- 3 TxDOT Values
- 4 Purpose of the Study
- 5 Study Schedule
- 6 Overview of I-30
- 7 Corridor Goals and Objectives
- 8 Visioning Exercise
- 9 Public Outreach

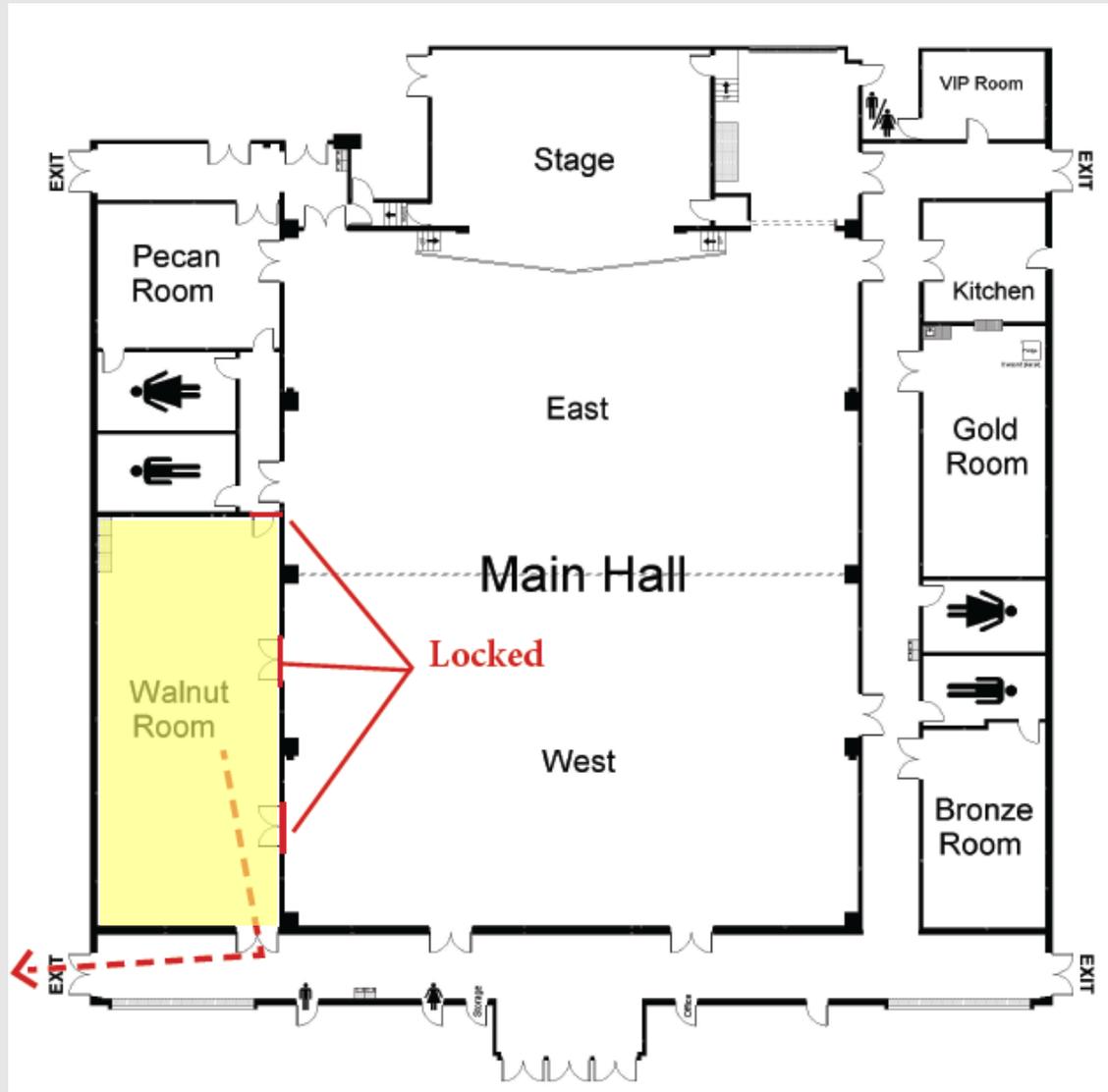


Emergency vehicles on the road

Follow these simple rules:

1. When approached by an emergency vehicle whose lights and siren are activated, the driver of every other vehicle must **yield the right of way**.
2. The driver must immediately **pull over to the right hand** edge or curb of the roadway, parallel to the roadway, and **clear of any intersection**.
3. The driver must **remain stopped** until all emergency vehicles are safely by.
4. When starting up from a stop after emergency vehicles have passed you, look carefully behind you for other vehicles turning back into the roadway.
5. **Following within 200 feet** of a fire truck which is responding to an emergency is **against the law!**

Safety Briefing



Opening Remarks

Working Group – Introductions



Name	Entity	Region
Judge Brian Lee (Chair)	Titus County	Central
Judge Clay Jenkins	Dallas County	West
Judge David Sweet	Rockwall County	West
Judge John Horn	Hunt County	West
Judge Robert Newsom	Hopkins County	West
David Dreiling, Mayor	City of Greenville	West
Marc Maxwell, City Manager	City of Sulphur Springs	West
Michael Morris	NCTCOG (DFW MPO)	West
E. Delbert Horton	Sulphur River Regional Mobility Authority	West
Colonel Brandon Grubbs, Commander	Red River Army Depot	East
Marshal L. McKellar	Red River Army Depot	East
Scott Norton, Executive Director/CEO	TexAmericas Center	East
Judge Lynda Munkres	Morris County	East
Judge James Carlow	Bowie County	East
Bob Bruggeman, Mayor	City of Texarkana	East
Rea Donna Jones	Texarkana MPO	East
Judge Scott Lee	Franklin County	Central
Troy Sellers	Luminant	Central
Paul Meriwether, Mayor	City of Mount Pleasant	Central
Margaret Sears, Mayor	City of Mount Vernon	Central
Linda Ryan Thomas	North East Texas Regional Mobility Authority	Central/East
Chris Brown	Ark-Tex COG/North East Texas RPO	West/Central/East

Working Group – Provide study inputs and recommendations, represent their local communities throughout the Corridor as well as report to them on study directions and recommendations.

TxDOT – Facilitate the process, provide technical resources and incorporate study findings into ongoing transportation improvement programs.

TxDOT Values

People

Accountability

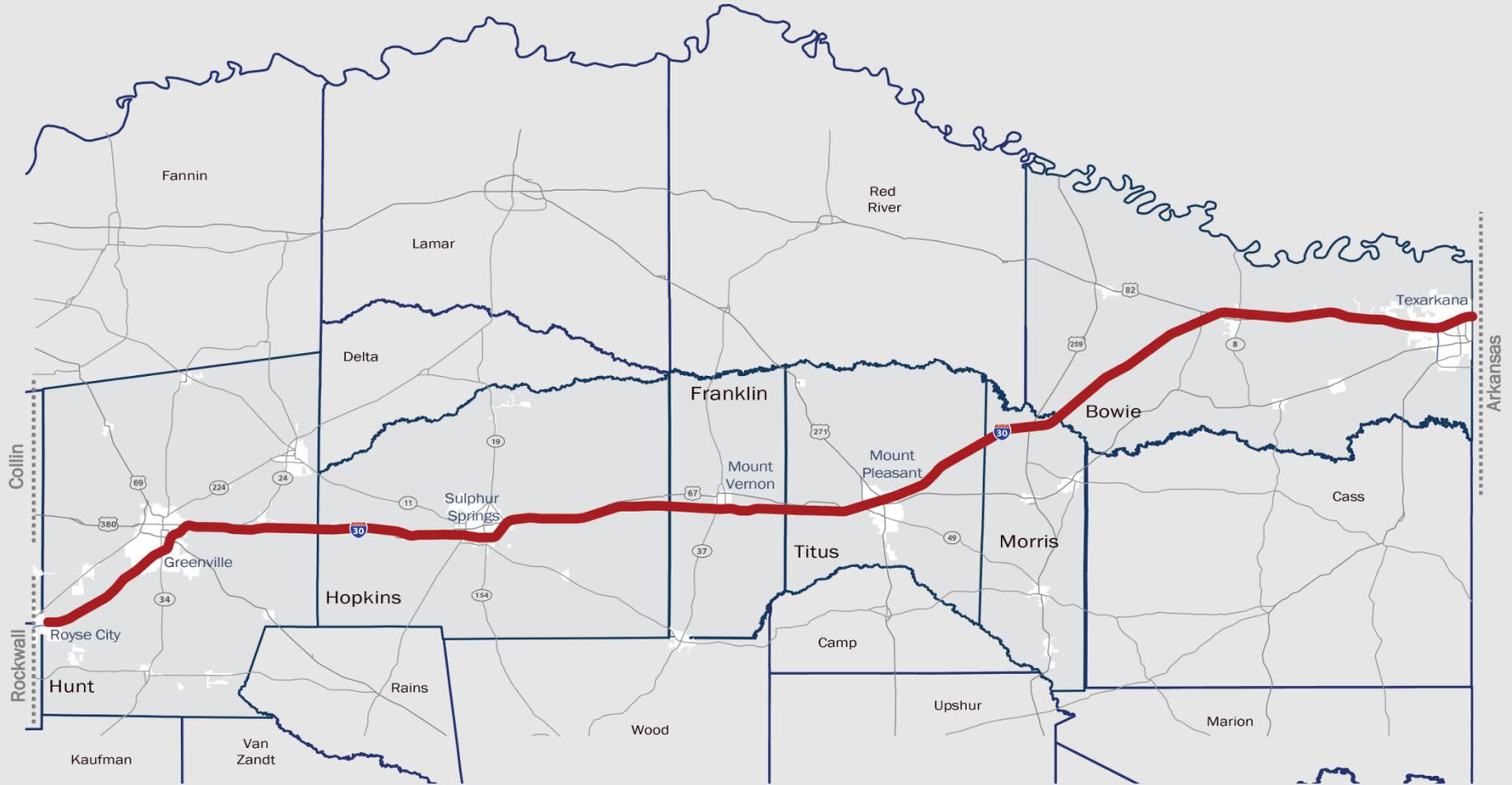
Trust

Honesty

Goals

- ✓ Deliver the right projects
- ✓ Focus on the customer
- ✓ Foster stewardship
- ✓ Optimize system performance
- ✓ Preserve our assets
- ✓ Promote safety
- ✓ Value our employees

Project Location



- Evaluate current and future needs as well as safety issues along the corridor to define viable solutions
- Obtain local input on challenges, safety concerns and long range improvement decisions
 - Collaborate with Working Group throughout study process
 - Support Working Group in outreach to local communities
- **Develop Short, Medium and Long Range programs for improvement of I-30**
 - Improve safety and efficiency of travel throughout I-30 in East Texas
 - Create financially feasible and attainable series of improvements
 - Make I-30 a cutting edge, State-of-The-Art Interstate facility

I-30 CORRIDOR STUDY

STUDY TIMELINE

	FALL 2015	1 - MAR 2016	2 - MAY 2016	3 - JUN/JUL 2016	4 -AUG/SEPT 2016	5 - FALL 2016
	TECHNICAL ANALYSIS <ul style="list-style-type: none"> Data collection Coordination efforts Mapping and infographics elaboration 	INITIAL CORRIDOR REVIEW <ul style="list-style-type: none"> Discuss current characteristics and improvement plans Develop corridor goals and objectives Discuss Public Outreach Discuss future meetings/locations Preliminary traffic <i>Existing and Forecasted</i> Crash investigations <i>Frequencies and Hotspots</i> <i>Crash Rates and Patterns</i> Existing infrastructure 	POTENTIAL IMPROVEMENTS <ul style="list-style-type: none"> Potential long range improvements <i>Upgrade/Expansion</i> <i>Structure Replacements</i> Potential short range improvements <i>Safety</i> <i>Interchange Improvements</i> 	EVALUATION AND PRIORITIZATION <ul style="list-style-type: none"> Evaluate and prioritize proposed projects 	REVIEW DRAFT PLAN <ul style="list-style-type: none"> Review and refine draft corridor plan 	I-30 FINAL CORRIDOR PLAN <ul style="list-style-type: none"> Final Corridor Plan presentation
WORKING GROUP ROLE		Review Planned Improvements, Define Corridor Goals and Objectives, Identify Needs	Develop Potential Improvements	Prioritize Potential Improvement Projects	Review and Comments on Draft Plan	Final Corridor Plan Release
MEETING LOCATION		Mount Pleasant Civic Center	TBD	TBD	WebEx	WebEx
MEETING TYPE		In-Person	In-Person	In-Person	WebEx	WebEx
KEY RESULT	Briefing Data for Working Group	Working Group Membership, Corridor Goals and Objectives, Corridor Assessment	Long Range and Localized Improvements	Prioritized List of Projects by District	Concurrence on priorities by District, Changes to Draft Plan	Final Corridor Plan and Presentation

Planned and Programmed Improvements

Paris District ~\$223m

Planned

\$ 184 m 5 projects

Programmed

\$ 39 m 3 projects

~ \$250 million

Approximate Cost for
Currently Planned Projects

Atlanta District ~\$27 m

Planned

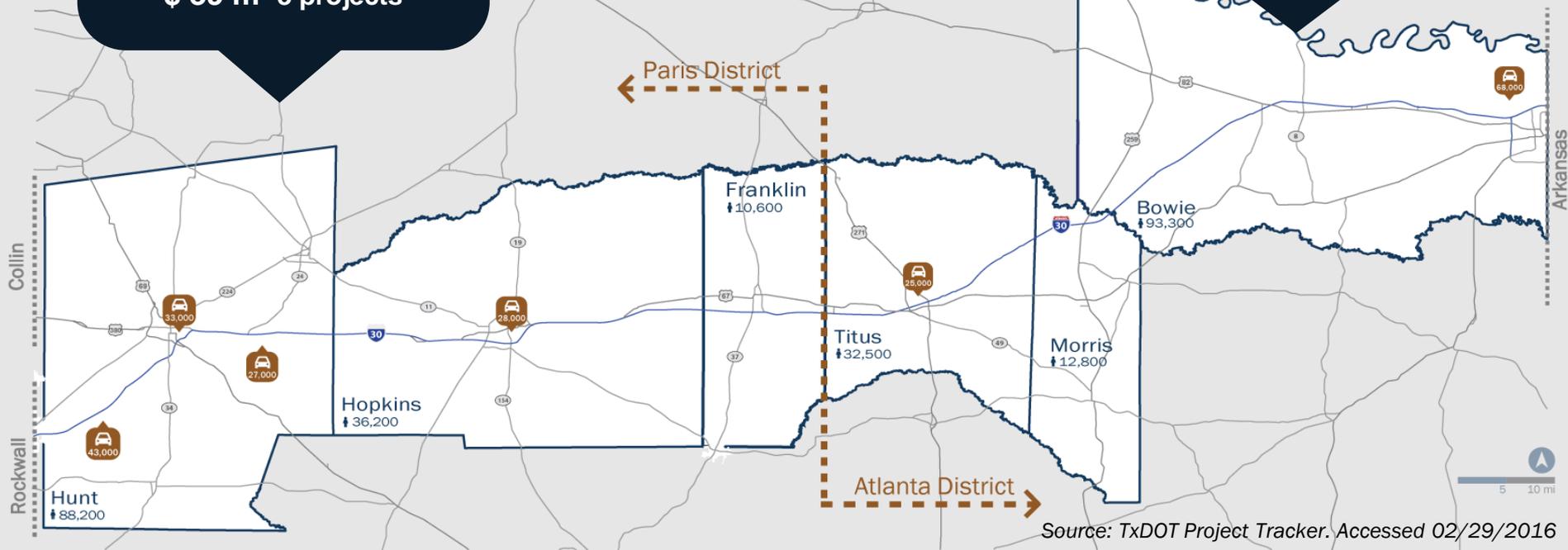
\$ 5 m 1 project

Programmed

\$ 18.2 m 5 projects

Under Construction

\$ 3.7 m 2 projects

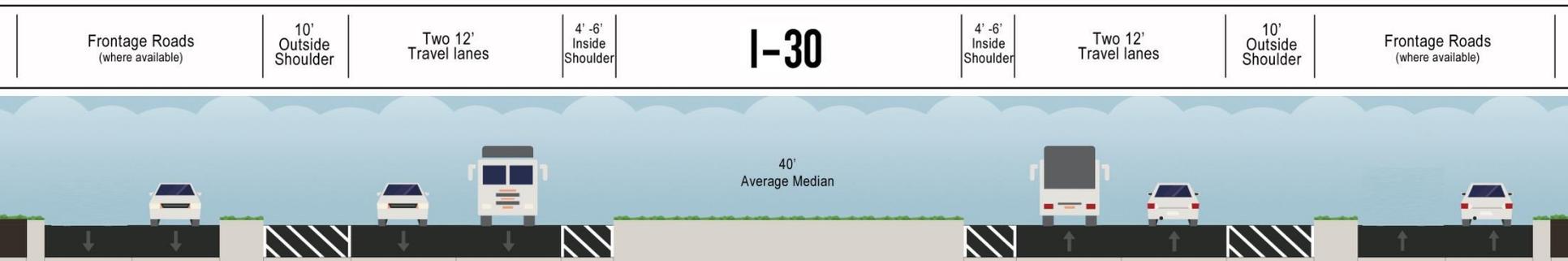


Source: TxDOT Project Tracker. Accessed 02/29/2016

Current Characteristics



I-30 Main Lanes
AVG ROW 357'



LENGTH
144
miles

SPEED
LIMIT
75

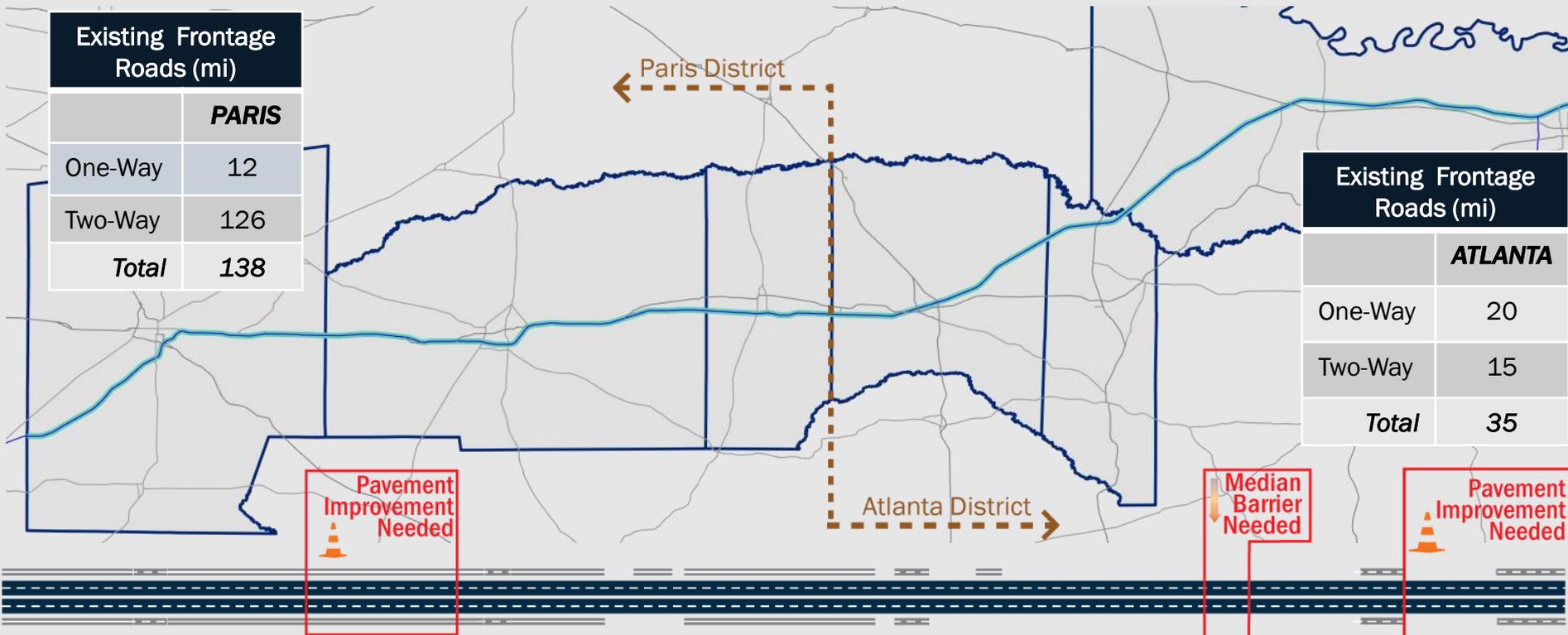
60% of ROW CONSTRAINED

**83% BARRIER PROTECTED
MEDIANS**

BARRIER PROTECTED MEDIANS

- Paris : Concrete Barrier
- Atlanta : Cable Barrier

Current Characteristics




LOW RATED BRIDGES

Paris District = 11 Structures
Atlanta District = 17 Structures



LOW CLEARANCE BRIDGES

Paris District = 32 Structures
Atlanta District = 35 Structures

2013 Traffic Counts

Level of Service Measures quality of traffic service on the main lanes.

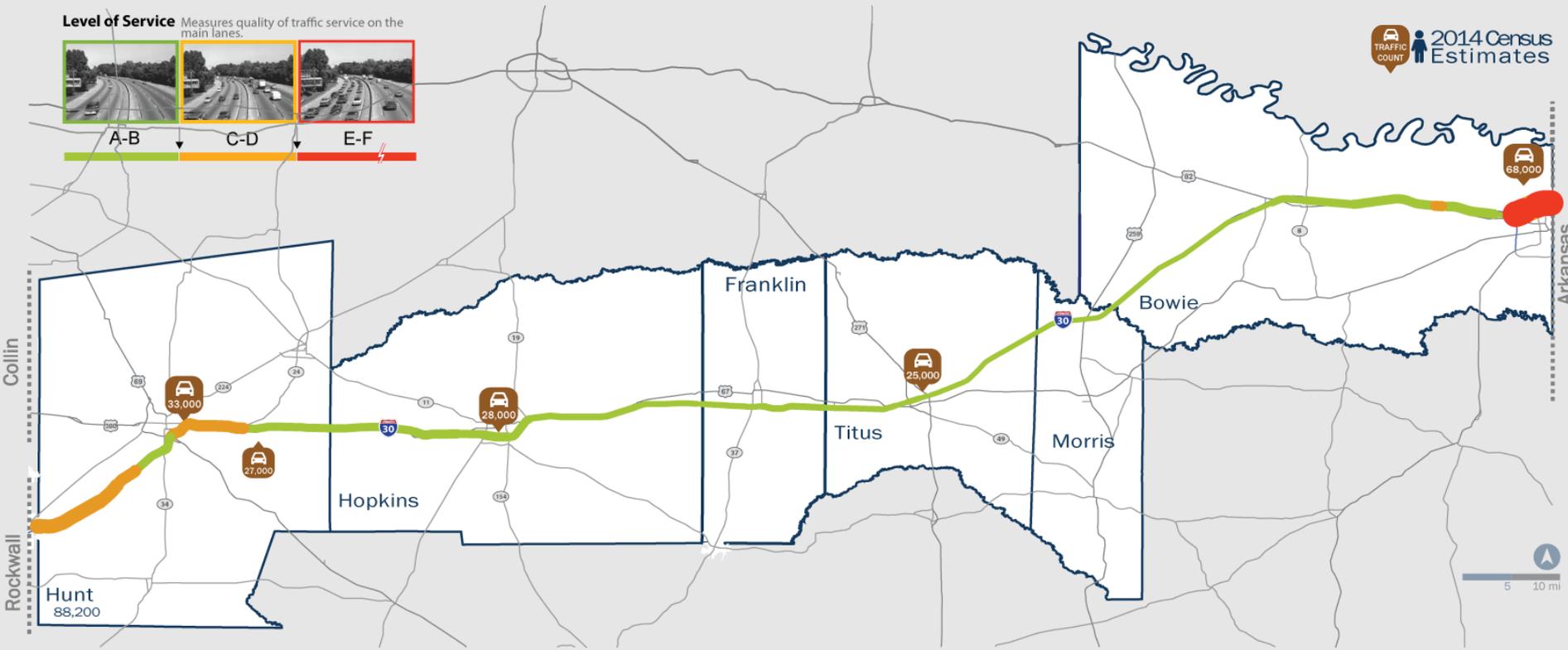


A-B

C-D

E-F

2014 Census Estimates



Freight Traffic Flows



■ Distribution Center or Industrial Park

TxDOT Truck Flowband Values 2013

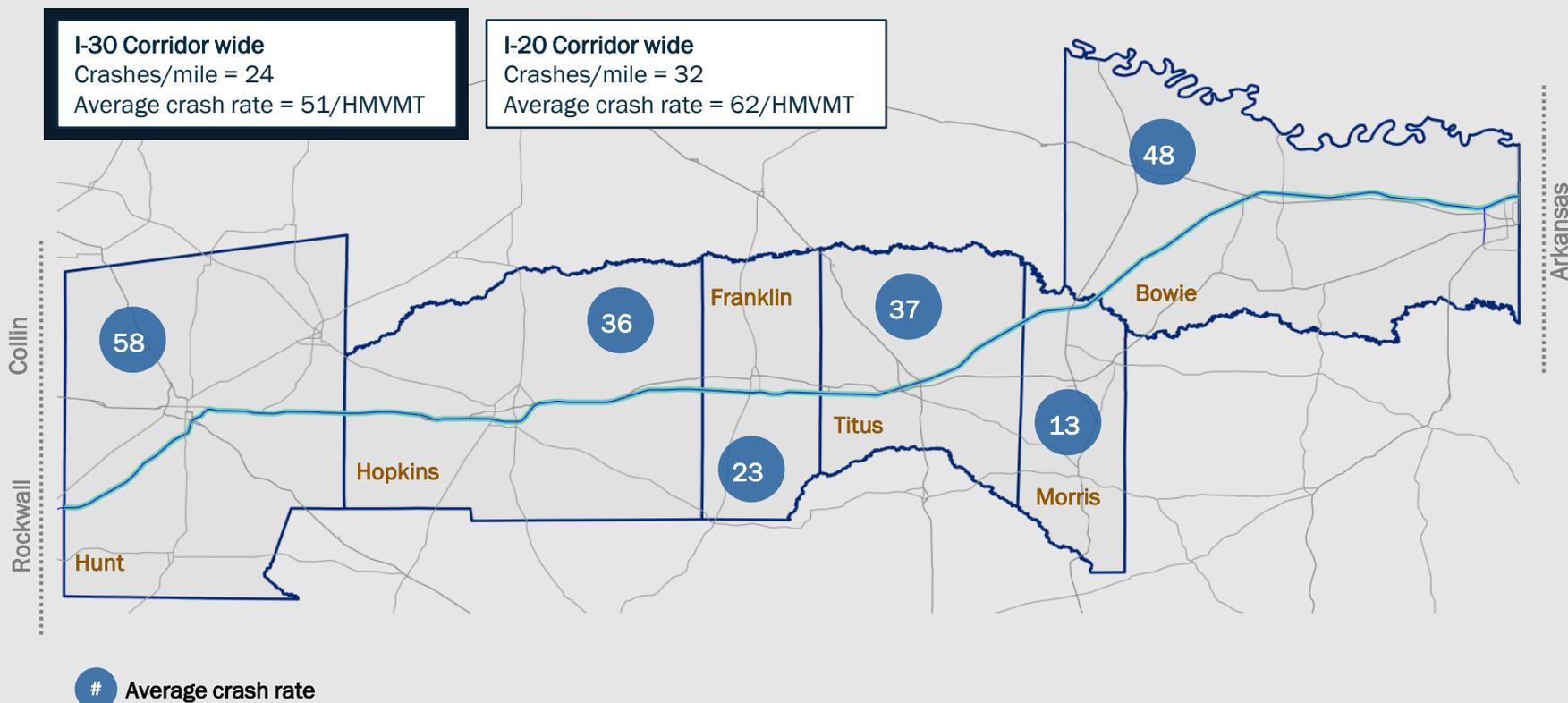


Safety Analysis (2010-2014)

CORRIDOR	LENGTH	144 mi
	CRASHES	3,422

76
FATAL
CRASHES

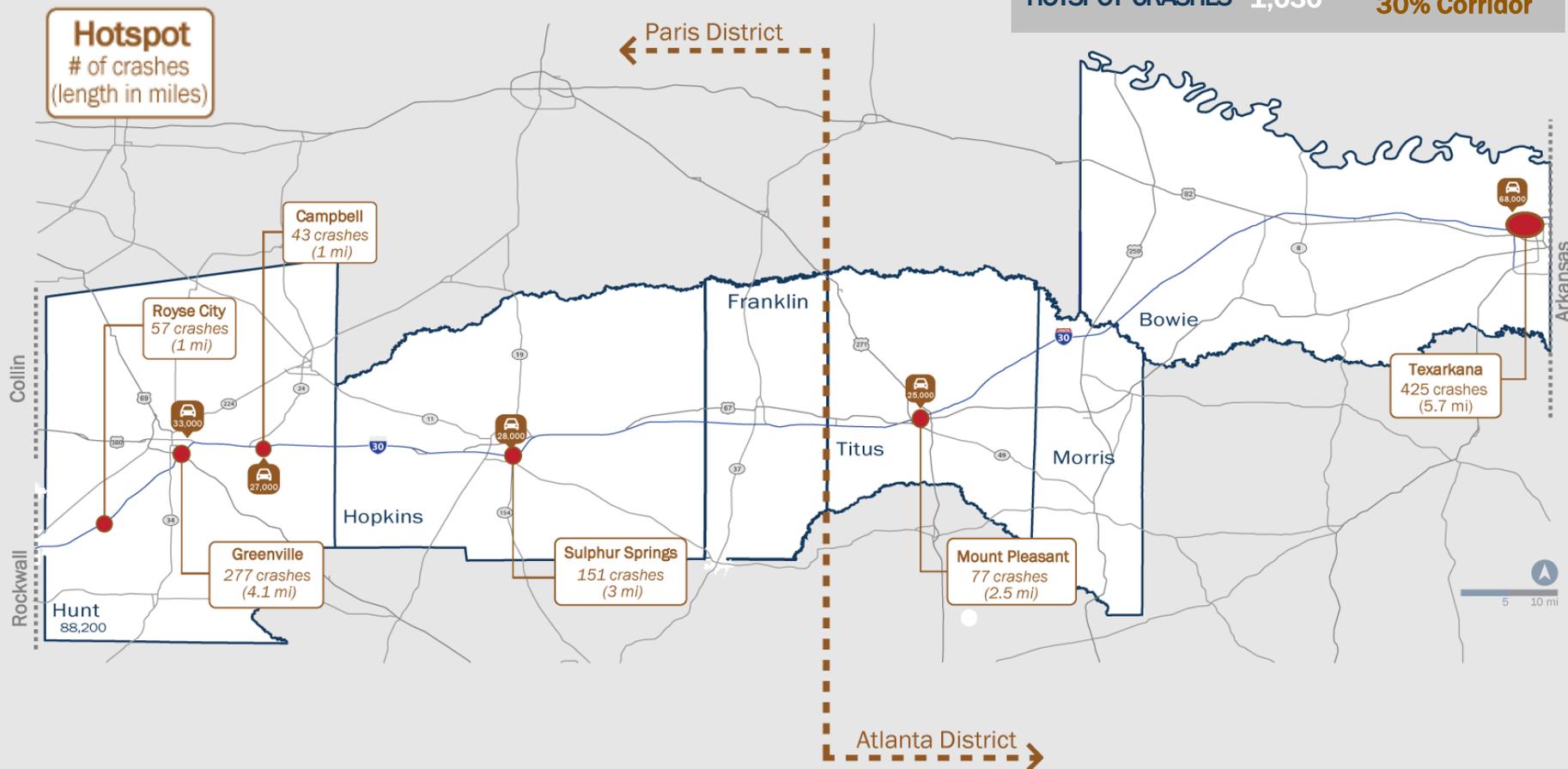
32%
INJURY INDUCING
CRASHES



Safety Analysis

2010-2014

HOTSPOT LENGTH	17.2 mi	12% Corridor
HOTSPOT CRASHES	1,030	30% Corridor



___ **Goal: Maintain a safe system**

RELATED TOPICS

- Reduce high crash locations
- Improve frontage road continuity and create one-way frontage roads
- Improve signage
- Other

___ **Goal: Improve mobility along I-30**

RELATED TOPICS

- Improve pavement
- Improve trucking movements
- Reduce bottlenecks and congestion
- Other

Goal: Connect communities

RELATED TOPICS

- Improve connectivity to the Interstate
- Facilitate economic activity
- Propose alternatives to private automobile for intercity travel
- Other

Goal: Realize identified solutions

RELATED TOPICS

- Prioritize improvements that complement local development plans
- Consider alternative funding strategies and/or partnerships
- Implement the most cost-effective improvements
- Other

Break

Group Exercise



Location

WILD CARDS

ANY OTHER COMMENT OR IDEA

CONCERNS

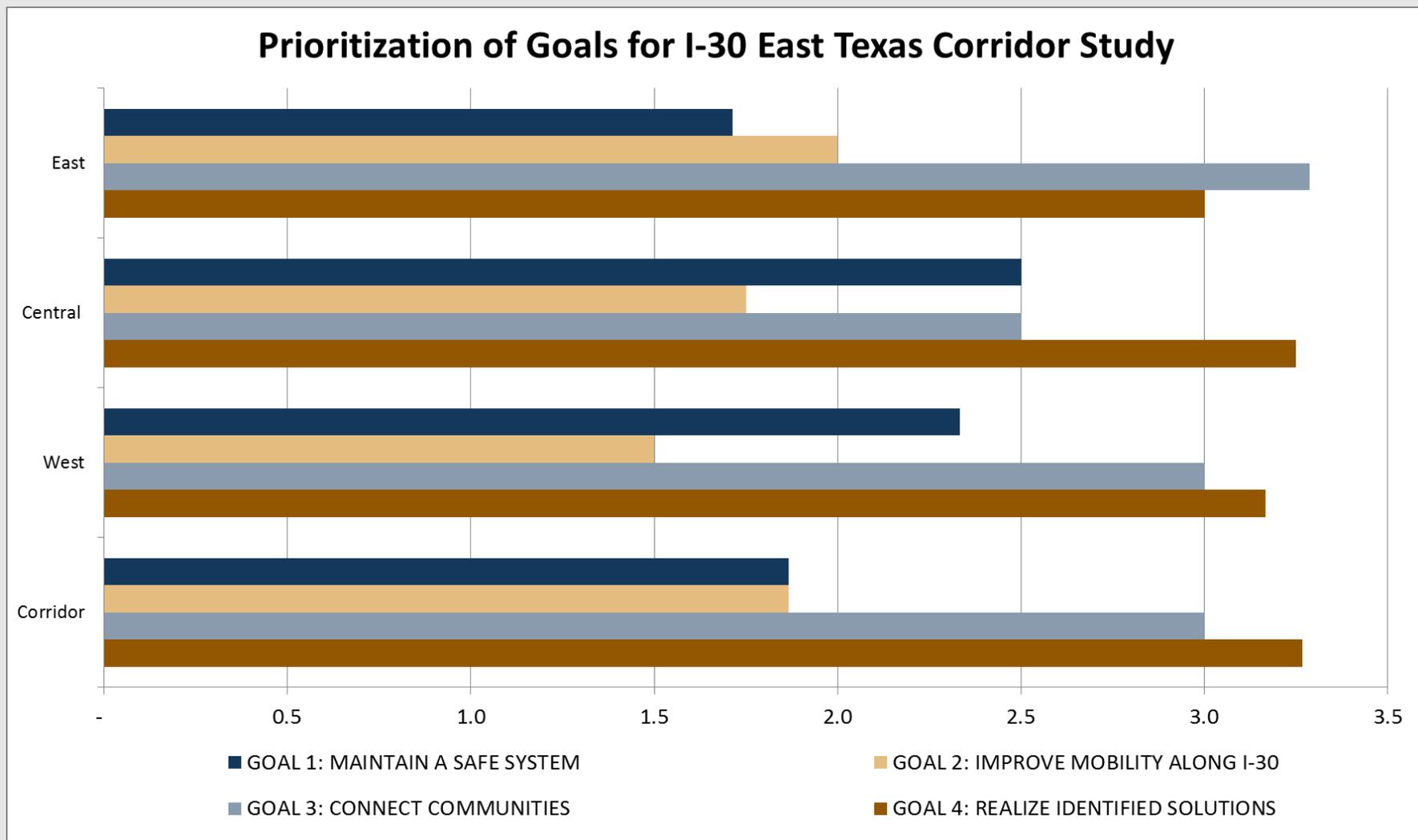
THINGS I WORRY ABOUT OR SHOULD BE FIXED ALONG THE CORRIDOR

VISION

THINGS I WOULD LIKE FROM / ALONG THE CORRIDOR

FACTS

THINGS I KNOW TO BE TRUE ABOUT THE CORRIDOR



TRADITIONAL MEDIA

Icons representing traditional media: a television, a telephone, a newspaper labeled 'NEWS', a globe with 'LIVE' text, and a radio.

COMMUNITY PRESENTATIONS

City Councils
MPOs Meetings
Lions Club

Icons representing community presentations: a play button on a screen and a group of three people.

COMMUNITY EVENTS

Farmers Market
Elementary School
City Hall
Festivals

Icons representing community events: a farmers market, an elementary school, a city hall, and a festival.

SOCIAL MEDIA

Icons representing social media and digital tools: Twitter, Facebook, SMS, YouTube, Virtual Open House, Prezi, and SurveyMonkey.

WEBSITES

TxDOT Project and Studies

<http://www.txdot.gov/inside-txdot/projects/studies/statewide/i30-east-texas-corridor.html>

BROCHURES & HANDOUTS

Icons representing brochures and handouts: a folded brochure, a document with a pencil, a checklist, and an open book.

COMMENT CARDS

Icons representing comment cards: a checklist, a document with a pencil, and two people with thought bubbles.

I-30 CORRIDOR STUDY

STUDY TIMELINE

	FALL 2015	1 - MAR 2016	2 - MAY 2016	3 - JUN/JUL 2016	4 -AUG/SEPT 2016	5 - FALL 2016
	TECHNICAL ANALYSIS <ul style="list-style-type: none"> Data collection Coordination efforts Mapping and infographics elaboration 	INITIAL CORRIDOR REVIEW <ul style="list-style-type: none"> Discuss current characteristics and improvement plans Develop corridor goals and objectives Discuss Public Outreach Discuss future meetings/locations Preliminary traffic <i>Existing and Forecasted</i> Crash investigations <i>Frequencies and Hotspots</i> <i>Crash Rates and Patterns</i> Existing infrastructure 	POTENTIAL IMPROVEMENTS <ul style="list-style-type: none"> Potential long range improvements <i>Upgrade/Expansion</i> <i>Structure Replacements</i> Potential short range improvements <i>Safety</i> <i>Interchange Improvements</i> 	EVALUATION AND PRIORITIZATION <ul style="list-style-type: none"> Evaluate and prioritize proposed projects 	REVIEW DRAFT PLAN <ul style="list-style-type: none"> Review and refine draft corridor plan 	I-30 FINAL CORRIDOR PLAN <ul style="list-style-type: none"> Final Corridor Plan presentation
WORKING GROUP ROLE		Review Planned Improvements, Define Corridor Goals and Objectives, Identify Needs	Develop Potential Improvements	Prioritize Potential Improvement Projects	Review and Comments on Draft Plan	Final Corridor Plan Release
MEETING LOCATION		Mount Pleasant Civic Center	TBD	TBD	WebEx	WebEx
MEETING TYPE		In-Person	In-Person	In-Person	WebEx	WebEx
KEY RESULT	Briefing Data for Working Group	Working Group Membership, Corridor Goals and Objectives, Corridor Assessment	Long Range and Localized Improvements	Prioritized List of Projects by District	Concurrence on priorities by District, Changes to Draft Plan	Final Corridor Plan and Presentation

MAY 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30 Memorial Day Holiday	31				

Questions..?

Roger A. Beall, P.E.

Corridor Planning Branch Manager

Transportation Planning and Programming

512/486-5154

Roger.Beall@txdot.gov

Attachment E – Goals and Objectives Exercise



MEMO

March 24, 2016

To: Roger Beall
TxDOT Planning and Programming Division

Through: Steve Linhart
TxDOT Planning and Programming Division

From: Michael Sexton
Jacobs Engineering

Subject: I-30 Working Group Meeting #1: Goal Setting Exercise

This memo summarizes the Goal Setting Exercise that was conducted on March 23rd as part of the first I-30 East Texas Corridor working group meeting.

Exercise Instructions

The purpose of this exercise is to identify goals and objectives for the corridor. Each of the working group members was given an exercise sheet, color coded based on the corridor region they represent (West, Central, or East). If appropriate, some members were given the choice to fill out the exercise sheet for more than one region.

The exercise sheet consisted of four main goals and three objectives for each which are:

- Goal 1: Maintain a safe system
 - Reduce high crash locations
 - Improve frontage road continuity and create one-way frontage roads
 - Improve signage
- Goal 2: Improve mobility along I-30
 - Improve pavement
 - Improve trucking movements
 - Reduce bottlenecks and congestion spots
- Goal 3: Connect communities
 - Improve connectivity to the Interstate
 - Facilitate economic activity
 - Propose alternatives to private automobile for intercity travel

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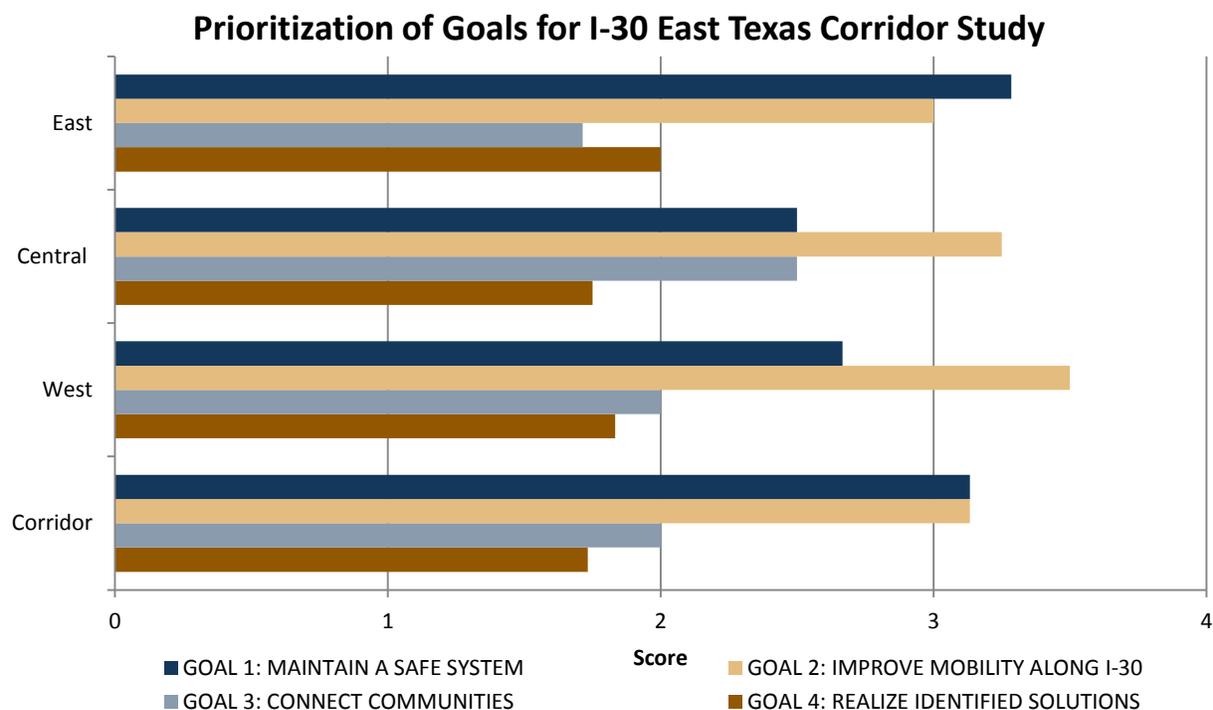
- Goal 4: Realize identified solutions
 - Prioritize improvements that complement local development plans
 - Consider alternative funding strategies and/or partnerships
 - Implement the most cost-effective improvements

A sample of the exercise sheet is provided in Exhibit A of this memo. Working group members were asked to rank the four goals from 1 to 4, with 1 being the most important. They were also given the option to add other goals that they think are also important. Members were then asked to highlight the objective(s) that they thought were particular to each of the goals and were asked to add other objectives where they see applicable. The study team then collected all the response sheets and tabulated the results.

Analysis Results

Results from a total of 14 working group members were collected. The resulting sheets are shown in Exhibit B of this memo. To simplify the analysis, the ranking proposed by the members was converted to a scoring system of 1 to 4 whereby 4 is the highest score, representing rank 1. An average score for each goal was computed by region and the highlighted objectives were summed up. The results for the goal scoring are shown in Figure 1. The higher the score of the goal, the higher is its importance. It is clear that the scoring is similar among the regions with Goals 1 and 2 scoring the highest, Goal 3 scoring third, and Goal 4 scoring fourth corridor-wide. The scores varied slightly between the regions, but in all instances safety and mobility were among the top two goals.

Figure 1: Ranking of goals



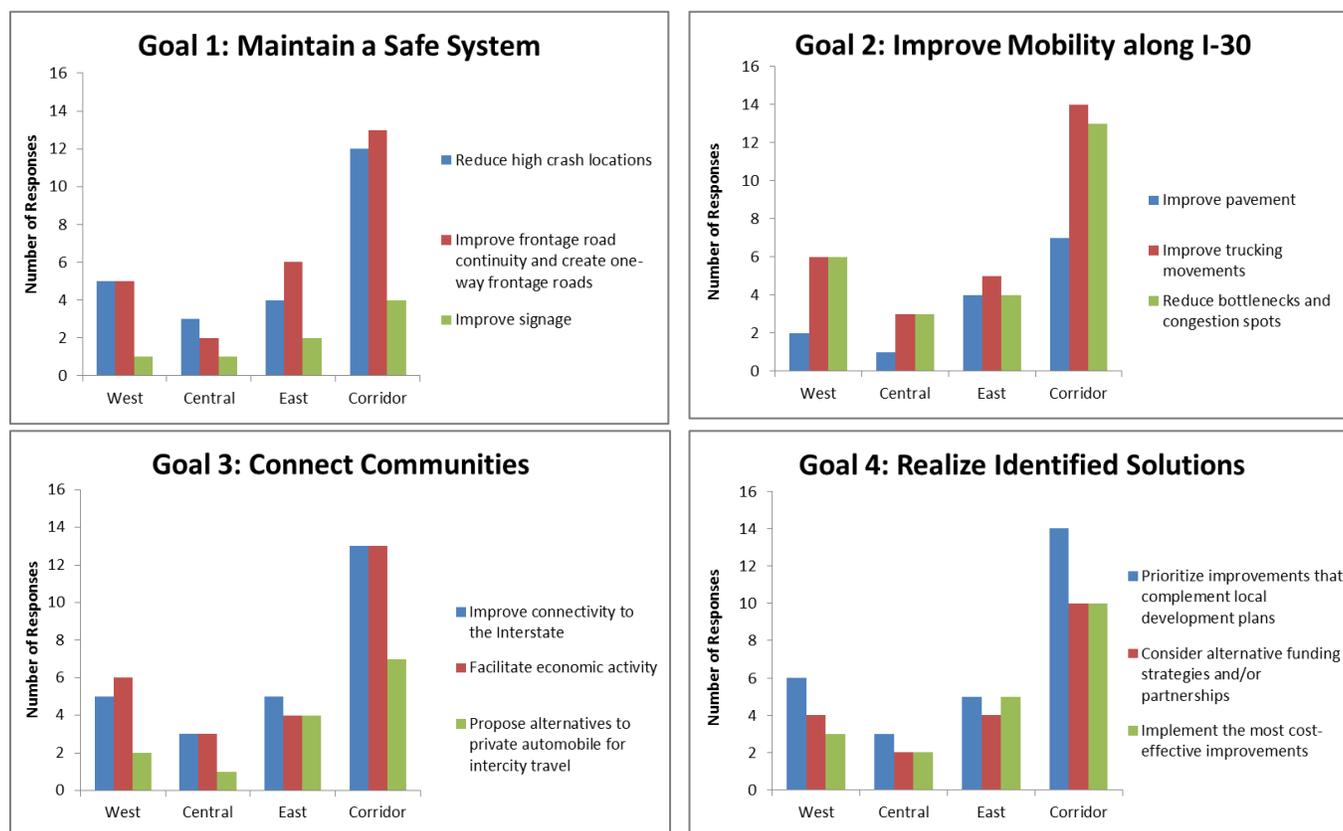
Additional goals proposed by the members included:

- Identify north-south corridors and plan for ROW needed over next 25 to 50 years.
- Maintain flexibility for future recommendations.
- Prioritize projects based on geographic location and travel capacity.
- Design expansions and improvements based on 15, 20, and 35 year projected growths.
- Don't under-engineer based on financial challenges.
- Create truck centers along the corridor.

- Consider all four goals as they related to traffic conflicts and patterns over the next 25 to 50 years.

Moreover, the number of times that each objective was chosen was determined. If an objective was selected by a member, it was added to the total number of responses for that objective. The results are summarized in Figure 2.

Figure 2: Selection of objectives



While certain objectives were considered critical in some regions more than others, there was a general consensus on the importance of other objectives. In terms of safety, it appears that signage did not seem to be an issue along the entire corridor. Similarly, in relation to improving mobility, the different regions agreed that pavement improvement will not be a critical objective. The proposition of alternatives to private automobiles for intercity travel was also not considered to have a high priority along the corridor.

Additional objectives were also proposed by the working group members and are summarized in Table 1.

Table 1: Additional objectives proposed by working group members

Goal	Additional Objectives
Goal 1: Maintain a Safe System	<ul style="list-style-type: none"> • Implement ramp metering pilot program. • Design and expand frontage roads to accommodate bypass routes for construction zones and emergency access. • Improve the US 271/I-30 interchange to reduce truck congestion entering and exiting I-30. • Reduce congestion.
Goal 2: Improve Mobility along I-30	<ul style="list-style-type: none"> • Expand lane capacity and designate specific truck lanes for the

	<p>purpose of surface preservation.</p> <ul style="list-style-type: none"> • Frontage roads. • Move local traffic off of main arterials. • Create commercial vehicle turn lanes.
Goal 3: Connect Communities	<ul style="list-style-type: none"> • Identify industrial areas accounting for free flow designs that enhance connectivity to online travel areas.
Goal 4: Realize Identified Solutions	<ul style="list-style-type: none"> • Identify funding sources.

Exhibit A

Sample of Exercise Sheet



Goal Setting Exercise

Please indicate your priority for the following proposed goals for I-30 Corridor.

First, use “1” through “4” in front of each goal to identify your view on issues of relevance for the present and future condition of I-30 with “1” indicating the HIGHEST priority and “4” identifying your LOWEST priority.

Then, under each goal please check the box beside any topics you consider should be addressed by this goal, or provide any other topic you think has not been included.

Finally, include any goal you think should be addressed by this study but has not been included.

 Goal: Maintain a safe system.

RELATED TOPICS

- Reduce high crash locations
- Improve frontage road continuity and create one-way frontage roads
- Improve signage
- Other: _____

 Goal: Improve mobility along I-30.

RELATED TOPICS

- Improve pavement
- Improve trucking movements
- Reduce bottlenecks and congestion spots
- Other: _____



___ **Goal: Connect communities.**

RELATED TOPICS

- Improve connectivity to the Interstate
- Facilitate economic activity
- Propose alternatives to private automobile for intercity travel
- Other: _____

___ **Goal: Realize identified solutions**

RELATED TOPICS

- Prioritize improvements that complement local development plans
- Consider alternative funding strategies and/or partnerships
- Implement the most cost-effective improvements
- Other: _____

Additional Goals:

Attachment F – Group Exercise



MEMO

March 24, 2016

To: Roger Beall
Transportation Planning and Programming (TP&P) Division, TxDOT Austin

Through: Steve Linhart
TPP, TxDOT Austin

From: Michael Sexton
Jacobs Engineering, Inc.

Subject: I-30 East Texas Corridor Study – Horizon Exercise

During the I-30 East Texas Corridor Study meeting held on March 23, 2016 the Working Group members were asked to identify immediate issues, future needs and vision for the corridor. Members of the Working Group were divided in three regions – West, Central, and East – according to the geographic entity they represent. Other attendees were allowed to participate in this activity.

West Region of the Corridor

The West region of the corridor encompasses Hunt and Hopkins Counties. The following aspects were identified by participants within their portion of interest along the I-30 corridor.

Facts

- Employment and population growth
- Heavy freight traffic
- Short on-ramps (**mentioned three times**)
- Non-standard transition at the I-30 and SH 24 intersection
- No alternatives roads when accidents occur in Rockwall County. when bridge “shuts down” [Note: TxDOT Dallas District representatives indicated that they would address this concern within their study].
- Overpasses at all major intersections do not meet capacity needs
- Vertical clearance on bridges are too low

Concerns

- Need for freight accommodations and parking areas (**mentioned twice**)
- Increase of truck traffic between Greenville, Royse City, and Rockwall
- Longer acceleration lanes needed to allow trucks getting up to speed when exiting rest areas
- Need for a turnaround at the intersection of I-30 and SH 154
- Poor design of the I-30/US 69 interchange in Sulphur Springs

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- Directional signage needed to I-30 from SH 19 at Sulphur Springs
- Frontage roads are blocked due to environmental factors, such as flooding
- Lack of public information about trucks. Railroads are cited as a good example of providing the public with a positive message about their services.
- Economic growth and business recruitment is slowed down due to lack of mobility and congestion
- Need for planning continuity among adjacent counties. How do corridors meet and transition at boundaries?
- Traditionally engineering plans under-estimate costs and do not meet future needs for the next 30-40-50 years
- Need for consistent funding sources

Vision

- I-30 as a major artery to the Midwest
- I-30 as a flexible corridor, which accounts for further and unforeseen needs
- I-30 as a freight friendly corridor with truck traffic specific lanes
- Plan to alert/coordinate with cities and counties for needed ROW

Additional comments

- SH 24 interchange
- Free flow traffic
- Capacity issues
- Rockwall County is the 1st growing county in the U.S. Look into growth patterns
- School backing up to interstate

Central Region of the Corridor

Franklin and Titus Counties are part of the central region. Participants identified the following aspects within their sphere of influence along the I-30 corridor.

Facts

- Current design of the I-30 and US 271 intersection is not satisfactory (**mentioned twice**)
- Trucks fall in ditch in front of Lowes facility. There is a need for a wider frontage road
- Truck access to industries along the corridor is critical to future growth
- Access roads are necessary both East and West of Mount Pleasant
- Bridge in Mount Vernon is low and damaged regularly (**it was under concerns originally**)

Concerns

- More access ramps are needed in developing areas
- North-South permit load problems in Franklin County
- Quality of roads when considering concrete vs. asphalt
- Lack of access roads East of FM 3417 to Big Tex Trailers, which a major employer
- Lack of frontage roads for growth and rerouting of traffic
- Large truck center is in process of building 3rd X Center. Traffic needs analysis

Vision

- I-30 with separate freight and auto lanes (**mentioned twice**)
- Additional travel lanes for I-30

- Constraints for economic development. The interstate terrain prohibits interstate economic development (this could be a concern)
- I-30 with high speed rail (**mentioned three times**)
- I-30 and US 271 intersection is improved to accommodate more traffic

East Region of the Corridor

The east region of the corridor encompasses Morris and Bowie Counties. The following aspects were identified by participants within their area of interest along the I-30 corridor.

Facts

- Traffic diverting because of the new Texas A&M – Texarkana Campus
- Truck parking on ramps at the I-30 and US 259 interchange in Morris County
- Truck parking on ramps at the I-30 and FM 2253 interchange in Bowie County
- Congested frontage roads at Texarkana, from Summerhill Rd to Richmond Rd
- 2,500 trucks per month coming in or out the Army Depot. This amount of traffic interferes with local traffic
- High traffic on peak hours at the Army Depot
- Need for rest stops in Morris County
- Visibility constraints on Texarkana frontage roads
- Water accumulation on ramps at Nash City on the eastbound of I-30
- Lack of frontage roads

Concerns

- Need for an interchange around exit 101 and 102. Residents agree with this improvement
- Emergencies back up traffic to Arkansas
- Problems with US 82 at exit 213 due to deliveries to the Army Depot
- Need for a comprehensive view and solution for East Bowie County
- Governed trucks at 65-70 mph create slow passing on I-30
- Need for emergency response lanes
- In Morris County there is difficulty with economic development despite existing accessibility
- Interaction with US 82
- Concerns with north-south connections
- High speed rail

Vision

- Acquisition of ROW. How much do we need? (this could be a concern)
- Connection of TexasAmericas Center to I-30 and I-69 (**mentioned four times**)
- Add a 3rd lane; a no-truck lane
- Additional connections of I-30 to FM 3419 or FM 2148
- Freight rail
- New exit between New Boston and Spur 86 for trucks

Common concerns among the three regions include:

- lack of accessibility to I-30,
- truck parking in non-designated areas,
- ramp deficiencies/redesign of interchanges,
- lack of frontage roads, and
- economic development needs.

All three regions are interested in a future corridor with designated lanes for trucks. Passenger or freight rail was also mentioned as a possible enhancement in the Central and Eastern Regions.